

# CANADA.

BY

AN ANGLO-CANADIAN.

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PRICE SIXPENCE.

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LONDON:

G. STREET & CO., 30, CORNHILL, E.C.



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IT is gratifying to observe that Canada, as a field for immigration, is rapidly growing in favour with the people and press of Great Britain, thus indicating that one of the finest colonies of the empire is at last beginning to receive the attention which it justly deserves, and which until quite recently has been withheld from it. The impression in the public mind here with regard to the climate and resources of Canada has all along been of an erroneous character, inasmuch as it has been looked upon more as a country of snow and ice than one suitable for agricultural purposes. Several causes may be mentioned as having given rise to this false idea: the first being that in former years the principal export trade of Canada was fur; and the parties controlling that trade, having no object in promoting settlement which would have tended to injure the fur catch, did not feel justified in bringing the agricultural resources of the country before the world. Following the fur trade came the export of timber, which, while valuable in a commercial light, had a tendency to create the notion that the land from which it was obtained was wild and inhospitable. Then for years Canada was almost unknown as a wheat producing country, so that all these causes combined had the effect of creating the impression that the Canadian Colony was altogether too far north, and consequently too cold and unsuitable for British agricul-

tural emigrants. As if in support of this idea, we find that travellers and writers, when describing the country, have frequently been too prone to depict the wintry-scenes rather than touch upon the beauties of the summer months. This, however, was occasioned more by a desire to cater to the public taste for novelty than from any wish to do injustice to Canada—a sleigh drive, a taboggan, or snow-shoe party, and such scenes being more calculated to please the fancy of the reading public than the more homely ones pertaining to comfortable farms, green fields, and pleasant pastures. I do not deny that in the descriptions of Canadian scenery justice in many instances has been done to its beauty and grandeur, but it must be admitted that until recently very little attention had been paid by writers to the agricultural resources of the country; and it is only now, when the tide of emigration in Great Britain and Europe is becoming stronger each year, that the claims of Canada in that respect are beginning to force themselves upon the world.

Perhaps the impressions so derogatory to Canada, which to a great extent were created in the way I have mentioned, would not have become so deep-rooted if it had not been that they were seized upon by interested parties, who used them unsparingly, and paraded them before the public as arguments against the suitability of the country for settlement, in the hope that, by unjust comparisons, they would be able thus to advance the claims of other lands for emigration purposes. The motives of foreigners in thus endeavouring to promote the interests of their own land even at the expense of another can be readily understood; but when Canadians, or men who owe allegiance to Canada, join them in depreciating the country, they deserve, in my opinion, the strongest censure. There have been, I am sorry to say, a few Judas-like attempts of this nature, but they are hardly deserving of notice, and certainly not

worthy of consideration, since a traitor to one's family, friends, or country is a man despised by all, and seldom credited with pure and honourable intentions.

It is not, however, my purpose to enter into a discussion as to the merits or demerits of Canada. I simply desire to put in a handy form my actual knowledge of Canada as it is to-day. I am prepared to admit that while the Dominion Confederation consisted of the Provinces of Quebec, Ontario, Nova Scotia, New Brunswick, and Prince Edward Island, with an area of country comparatively narrow and limited in extent as compared with that of the United States, the elements of expansion so necessary to its development did not exist. In saying this, however, it must not be understood that I wish to undervalue the resources of these Provinces; I merely desire to convey the idea that, situated as it then was, Canada would ere many years have found itself pretty much in the same way as a steam-boiler without a safety-valve. The commerce, manufacturing interests, and general resources of the Provinces I have named were, being developed much more rapidly than the increase in population warranted. I cannot explain my meaning better than by quoting the case of the United States, which, it is well known, owe their wonderful progress chiefly to the possession and rapid settlement of their western territory. Had the American Union consisted only of the Eastern States, it is very doubtful indeed whether it would have attained that success in commerce and manufacture which the people of the United States are so justly proud of to-day. The large influx of population into the western portions, causing a great and ever-increasing demand for merchandise and supplies of all kinds, had the effect of developing the general trade of the country to a wonderful extent, and finally placing it in a position which enabled America to

compete successfully abroad as well as at home with the manufactures of foreign countries. Probably a high protective tariff, combined with this large home demand, had a tendency to assist in bringing about this result. But had the American Union been limited to the narrow strip of country comprising the Eastern States, is it not a question whether their protective policy would have proved so beneficial to them? No one will deny, however, that the Eastern States in themselves are very fine portions of the Union, even from an agricultural point of view, their only drawback being the limited extent of country they occupy, which, without the outlet supplied by the Western States, would prevent the expansion which their growing trade constantly demands. It was the same with the older Provinces of the Dominion. Possessed of good agricultural land, mineral and other resources, their centres of trade and manufacture advancing with rapid strides, it was found necessary to create an increased home demand to keep pace with the supply, and this, it was felt, could only be done with any lasting beneficial result by increasing the population through immigration. Canada, however, suffered from another disadvantage other than its cramped territory, for having a tariff only moderately protective in its character: the United States, with its exclusive policy, took advantage of the door thus left open, and poured in its surplus manufactures over the Canadian boundary line. Had the Americans chosen to compete on fair grounds with Canadian manufacturers, there would have been little cause for complaint; but the latter, with only a limited territory to supply, and with their manufactures not sufficiently developed to compete with the outside world, found themselves not only compelled to share their little with powerful competitors, but were refused the privilege of competing with them on anything like equal grounds.



Manufacturers, especially in a new country, must first commence with supplying a home demand before they can expect to extend their operations abroad, and therefore it may be imagined how disastrous to Canadian interests was the juncture I have just described.

About this time the North-Western, or Hudson's Bay Territory, was acquired by Canada, but owing to the depressed condition of trade it was regarded in many quarters as likely to be more of a loss than a gain to the Dominion. It was felt that the settlement and development of the new country would only serve to increase the trade of the United States, while imposing fresh burdens on Canada; nor was it realised under the then existing state of affairs how great a boon the possession of the North-Western Territory would eventually prove to the Dominion. I would not refer at this time to these matters of political economy, if I did not wish to show that the action of Canada in adopting a protective tariff originated from no desire to discriminate against Great Britain, but that it was forced upon her by the encroachments and unfair treatment she was receiving at the hands of the United States. Another object I have in view is to show the very different state of affairs that exist at present from what I have just been describing. The United States, check-mated, and no longer able to make Canada (as the term goes) a slaughter-market, Canadian industries seemed to take a new lease of life—everywhere business began to prosper and the state of wages improve, while the price of commodities did not increase to any important extent, and to-day there is not a happier or more contented country under the sun than Canada.

I do not wish that these remarks should be considered in the light of an argument in favour of Protection as against Free Trade. I have merely given the facts of

the case so far as Canada is concerned, nor would I like to say whether the result would have been the same had the policy of the United States been different. One thing, however, I am certain of, namely, that there is nothing to show in the Dominion having been obliged to adopt a system of protection, or, I may say, of retaliation on the United States, that she was actuated by any feelings inimical to Great Britain. I may say, indeed, that never in the history of Canada has the loyalty of her people to the British Crown been greater than at the present time.

The acquisition of the North-Western Territory, with its vast fertile prairies and great mineral resources, places the Dominion on a footing of equality with the American Union in several respects, and from being regarded as rather an insignificant country it has come to be looked upon as a formidable rival by its neighbour to the south. In point of area the Canadian North-West alone is larger than the whole of the United States, and when we consider that there are between 200,000,000 and 300,000,000 acres of good agricultural land within its boundaries, the immense advantage given to Canada by the possession of so large and valuable an extent of country can easily be imagined. For years to come the peopling of this vast territory, causing, as it will, an ever-increasing demand for supplies of every description, will give an impetus to the trade and manufacturing interests of the whole Dominion in which merchants, mechanics, and the labouring classes alike will be benefited. Like the United States, Canada is now independent of any foreign demand to foster its industries; and in addition to this, as I will hereafter show, it is destined to become one of the greatest grain marts in the world. It is difficult, indeed, to foretell the great future in store for this land of "illimitable possibilities," as Lord Dufferin truly named it. The indifference hitherto

displayed by Great Britain towards Canada, and the unaccountable ignorance manifested by some of our most intelligent men regarding its resources, lead me to suppose that the old erroneous impressions concerning the country have still to be eradicated, a result which the awakening interest in the colony will, I am, sure, speedily accomplish, and to facilitate this desirable end I will now proceed to give some correct idea as to its extent and capabilities.

The Dominion of Canada, before the acquisition of the North-Western Territory, consisted of the following provinces :—

Quebec.....	377,045	square miles, or	241,308,800	acres.
Ontario .....	121,260	„ „	77,606,400	„
New Brunswick ...	27,500	„ „	17,600,000	„
Nova Scotia .....	18,660	„ „	11,942,400	„
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	544,465		348,457,600	

or a country somewhat less than one-sixth the size of the United States. When the North-Western Territory, British Columbia, and Prince Edward Island were added to the Confederation, it brought the area of the Dominion up to a little over 3,530,000 square miles, or 2,259,200,000 acres, an increase over the United States, including the territory of Alaska, of 20,000 square miles, or 12,800,000 acres. The estimated area of the whole continent of Europe is about 3,900,000 square miles, so that Canada as it is to-day does not fall far short of being as large as all the European countries combined. It is difficult to say how much of this vast extent of country is capable of producing wheat, but we will take a very moderate average, and giving 50,000,000 acres each to Quebec and Ontario, 25,000,000 to the other four provinces, and 200,000,000 to the North-Western Territory, estimates which are indeed very low, we have 325,000,000

acres, capable of producing at least 6,500,000,000 bushels of grain. What a field for settlement is then here before us, and who will deny, when looking upon these figures (if anything below the mark), that Canada is destined to become in the near future the great grain mart of the world. But grain is not the only product of this fair land. In Nova Scotia and New Brunswick valuable fisheries exist, and are prosecuted with great success. Salmon, cod, mackerel, herring, shad, haddock, and other species of the finny tribe, are to be found in abundance, and constitute a very important item of trade. All the provinces and the North-Western Territory can boast of the finest quality of timber, including oak, pine, maple, elm, birch, beech, ash, poplar, spruce, hemlock, and several other varieties. Indeed, Canada is truly noted for its wealth in wood, which, as I have already remarked, was at one time the principal export of the country. The richness of the Dominion in minerals can hardly be estimated from the fact that as yet the mines are only becoming developed. But for years there have been very valuable discoveries in gold, silver, iron, copper, lead, zinc, tin, plumbago, mica, mercury, &c.; and not only are the coal mines of Nova Scotia and New Brunswick well known, but traces of valuable deposits in the North-Western Territory, especially in the Arthabaska region, have been discovered. Indeed, it is freely admitted by those who have given the matter attention, that the future settlements of the Canadian North-West will be benefited in a very great degree by having their fuel cheapened through the working of the coal mines in different parts of the country. Salt and petroleum have also been found in abundance in several localities, and have proved highly remunerative. In building stone there are very extensive quarries of granite, free-stone, and a very beautiful description of marble, pronounced by good judges equal to

Carrara, besides several other varieties. In precious stones also Canada is not deficient, for several kinds have been found, including opal, topaz, amethyst, garnet, cairngorm, agate, jasper, heliotrope, and chalcedony; and in precious metals it is confidently expected, from indications already seen, that most extensive and valuable finds of gold will yet be discovered in the Rocky Mountains—indeed, gold washing on the Saskatchewan is at present carried on by miners with some success near Battleford and other points, and as high as 50 dols. per day have been realised by one man in the neighbourhood of Rocky Mountain House. It is impossible in this short treatise to do full justice to the vast resources of Canada, but sufficient has been shown, I trust, to indicate their great value, extent, and variety, and therefore I will now proceed to deal with other matters pertaining to the Colony.

Referring once more to the figures which I gave concerning the area of Canada, it will be seen how important the acquisition of the North-Western Territory was to her. Without that vast fertile tract of land the Dominion could never have grown to much importance, situated, as it was, alongside so powerful and grasping a neighbour as the United States. But the possession of the North-West at once changed the whole aspect of affairs, and suddenly it was found that a formidable rival to the American Union had sprung into existence. Up to that time it was no uncommon thing to hear the taunting remark from the lips of American citizens that they would not take Canada as a gift. Now, however, such declarations are unheard, but in place of them we find prophecies uttered (akin to the hope) that ere long the Dominion will become a part of the United States. It is needless to say that if the feelings of the majority of the Canadian people at present can be taken as an indication of what the future will be, such

prophecies will never be fulfilled. With a cramped territory, and no means to develop and expand her trade, as Canada was a few years ago, she might eventually have become absorbed in the folds of the American Union, but now that she has territory capable of sustaining millions of happy prosperous people, she is perfectly independent of outside influences, and cannot but grow in wealth and strength year by year. I know that a feeling exists in this country that Canada, although no burden on Great Britain, is not to any great extent a source of gain—that because she does not contribute directly to the British exchequer she is not a valuable colony to possess. From this standpoint the Dominion is certainly not of much importance to Great Britain, because, as a matter of fact, she pays no tribute money to John Bull; she has even been obliged to make John Bull's goods pay tribute to her, but, notwithstanding this, her worth as a colony should not be gauged in this narrow manner. I am aware that some difference of opinion exists as to whether England is strengthened by the possession of her colonies, or whether she would get along better without them, but I do not propose at this time to discuss so important a question. There is one feature, however, in this respect concerning Canada's connection with Great Britain to which I would like to draw attention. It is the opinion of many, that were Canada to be abandoned by the mother country, she would ere many years be absorbed by the United States. It is contended that the Dominion, as at present constituted, would not be able to withstand the influences that would be brought to bear to force her into the American Union, and so strong is this feeling that it is the chief argument used against Canadian independence. I would not like to declare in favour of this view of the case, but its being entertained by many Canadians ought certainly to

give it some weight. The question then which presents itself is whether, under the circumstances, it would be well for Great Britain to allow her connection with the colony to be severed. The absorption of the Dominion by our American cousins would mean complete control by them over the whole of the North American continent, and how far this would be likely to affect British interests it is difficult to foretell. From a warlike point of view Great Britain is certainly not in any great danger from American aggression, nor is it at all probable that British forces could gain possession of the United States. So long as Canada is under British protection, the American Republic is not foolish enough to disturb her at the risk of having its great seaports bombarded and destroyed; nor is it at all likely that even should Canada become independent, that Britain would withdraw her friendly support and protecting arm. The absorption of the Dominion would therefore be brought about by intrigue rather than war; nor is this a surprising statement when the influences even now at work in Canada in favour of annexation to the United States are considered.

I have already shown the value of Canada as a grain producing country, but there is another source of wealth which I have not referred to, namely, the adaptability of the great western prairies for stock raising. Already great cattle ranches have been established near the base of the Rocky Mountains in Canadian territory, and so well satisfied are the promoters of these with their success that they have made arrangements to increase their operations largely, and others, attracted by the profitableness of the investment, have established fresh ranches. There is not the least doubt, owing to the nutritious quality of the numerous varieties of wild grasses and the suitability of the climate for successful cattle raising, that it will become in a

few years one of the most important industries of the country. Now, meat and grain are two very important articles to Great Britain, with her limited area and vast manufacturing population to feed, and it becomes a question whether it would be well for Britain to keep the production of two such valuable commodities within the limits of the empire, or allow herself to rely on outsiders for her requirements. The supply of wheat from Russia is becoming less each year, and cannot be depended on. The grain crop of India can certainly be raised at little cost and in great quantity, the only thing needful being proper means of transportation; but there are causes which I need not discuss, but which we all know may arise at any time to make the Indian supply not altogether reliable. At the present day, I believe, Great Britain's principal importation of grain comes from the United States, but how long this will last it is difficult to foresee. It has been discovered without a doubt that the wheat area in the United States is gradually narrowing, the production in the more southern portions giving out more and more year by year, until States that only a short time ago ranked high in the production of wheat are now producing chiefly Indian corn. In addition to this, it must be remembered that the population of the American Union is increasing with astonishing rapidity, and the area still open for settlement is known to be comparatively small, so that the result of all these causes combined must be a very considerable decrease in the export of wheat from the United States. Now, the great value of the Canadian North-West lies in its capability to produce vast quantities of grain, for not only is the soil exceedingly fertile and almost boundless in extent, but it has proved itself to be nearly inexhaustible in strength, while the wheat which is grown thereon is of the finest quality, and the yield per acre probably larger than any-



where else in the world. Herein, then, lies the great importance of Canada to Great Britain, that in a few years she will become the main source of supply from which the British people will obtain their bread and meat; and consequently it is in the interest of this country that Canada should be developed by our own surplus population and capital.

That Canada should have so long occupied a secondary position in the estimation of the public here, is not so surprising, when all the circumstances of the case are explained. I have already mentioned some of the disadvantages she laboured under for a time, until she acquired possession of the North-Western Territory, but it may be asked why the great value of that immense tract of country, with its fertile prairies, valuable mines, and forests, was only discovered after it became a portion of the Dominion. This obliges me to refer once more to the time when the Hudson's Bay Company held control over the land—when the prosecution of the fur trade was the chief industry of the country. It can be easily understood that an influx of settlers then was not desirable, when there were no ready means of communication with the outside world either for the importation and distribution of supplies, or for the exportation of produce. Fifteen years ago the nearest point to which the railway system of America had reached westward was some six or seven hundred miles distant from what is now known as the Province of Manitoba. It would, therefore, have been folly, if not cruelty, on the part of the Hudson's Bay Company, if they had endeavoured to induce emigration to a country so remote and unprepared for the reception of immigrants. It is true that officials of the Company have on more than one occasion spoken disparagingly of the soil and climate, but I am inclined to

think it was done for the double purpose of preventing an influx of people where they could not be accommodated, and of diverting the attention of the outside world from the agricultural capabilities of the country, in order to prevent any injury to the fur trade, which was then the mainstay of the Company. It must also be remembered that at that time the Hudson's Bay Company had possession of the country ; and if they thought proper to disparage certain qualities in their own property so as to protect other interests in their business, it was a matter which concerned themselves more than outsiders. If, however, during the period to which I refer, the Hudson's Bay Company did under-rate the character of the North-West as an agricultural country, they have since then made the *amende honorable* by proclaiming its good qualities to the world ; and, to show that they have faith in what they now say, they have adopted a policy of progress and development in their extensive relations throughout the whole country. The Hudson's Bay Company are indeed at the present time one of the most enterprising corporations in the North-West, not only in the way of inducing settlement on their lands, but also in the erection of mills, hotels, and stores at all the principal points where they carry on trade and have landed interests. In one respect the Dominion of Canada is certainly under deep obligations to the Hudson's Bay Company, and that is for the most satisfactory relations now existing between the Government and the Indian tribes. By a wise and just treatment of the Indians, the Hudson's Bay Company inspired the untutored children of the plains and forests with respect for British institutions and confidence in those who were entrusted with authority by the "Great Mother," as they term our beloved Queen ; and, as a result, the Canadian Government has been enabled to make fair treaties, and retain the confidence,

respect, and goodwill of the Indians, a state of affairs in striking contrast with the difficulties experienced by the Americans in their dealings with the red men.

I have now endeavoured to explain how it happened that the North-Western Territory remained so long unknown, so far as its agricultural resources were concerned during the period when the Hudson's Bay Company had the controlling power; but even after it passed into the hands of Canada, there were reasons which prevented it from attracting that attention which it is now doing, to explain which I must trace certain events in the order in which they took place. For years Canada cast longing eyes towards the possession of the North-West, but obstacles intervened to prevent the accomplishment of that object until the year 1870, when, by an arrangement which had the approval of the Imperial authorities, the Canadian Government finally purchased the territorial rights of the Hudson's Bay Company; and in July, 1871, in order to extend the Dominion from the Atlantic to the Pacific, an agreement was concluded with British Columbia by which it entered the Confederation, and one of the conditions of this agreement was that a railway connecting the Pacific province with the eastern portions of Canada should be built in ten years from the date on which British Columbia became a part of Canada. The Dominion, however, soon discovered that the construction of such a railway was an undertaking rather beyond its means to accomplish in the time specified; and although the work of survey was commenced, and portions of the road built, it was found that in order to insure its successful completion an extension of time would be necessary, and also that grave difficulties were in the way of its being carried on as a Government work.

It is unnecessary here to recite the particulars relating

to these difficulties; it is sufficient to say that, after the expenditure of considerable sums of money and a great deal of embarrassment of a political nature to the Government of Canada, it was finally decided to place the construction of the railway in the hands of a competent private Company, and a liberal subsidy in money and lands was granted for the purpose. Accordingly, in 1880 an agreement, which was afterwards ratified by a large majority of Parliament in 1881, was entered into with the present Canadian Pacific Railway Company, to construct by the 1st May, 1891, a good line of standard gauge from Callender Station, near Lake Nipissing, to Port Moody, on the Pacific coast; the same to be efficiently maintained and operated ever afterwards. In addition to 25,000,000 dollars subsidy and 25,000,000 acres of a land grant, some 710 miles of completed road were to be handed over to the Company, besides certain other privileges, in consideration of the proper fulfilment of the contract.

In the meantime, while these matters were progressing, the American railway system had been gradually extending in the direction of the North-West, and when the Canadian Pacific contract was finally entered into, railway communication was open through American territory between Winnipeg, the capital of Manitoba, and the Atlantic sea-board. The result of this was that people began to flock into the new territory, and in order to provide for the increasing population it was found necessary to prosecute with vigour the railway westward over the prairie region; and this has so far been done, that, at the present time, I have to chronicle the completion of some 200 miles west of Winnipeg, and the leasing of a contract for the building of an additional 500 miles this summer, which will bring the Canadian Pacific Railway almost to the base of the Rocky Mountains. It is a noticeable

feature in connection with the Canadian North-West, that with the influx of people, brought about by the completion of the American railway to the boundary line of Manitoba, the advantages of the country for settlement became more and more apparent. The praises of the Canadian North-West were sounded far and near by the settlers, who from time to time made their homes there; and instead of evincing disappointment or discontent with their lot, they invariably endeavoured to induce their friends and others to follow in their footsteps. Delegates sent from this country to spy out the land and report on its adaptability for settlement, have written eulogistic descriptions thereof; members of the press and ministers of the gospel visiting the country, have published most favourable opinions of its resources and the happiness and contentment of its people, all of which disinterested testimony has had the effect of inspiring confidence in the Canadian North-West. In the interval, however, between the time when the country was first acquired by Canada until the year when the Canadian Pacific Railway Company undertook the construction of the road to the Pacific, the absence of proper communication with the interior was certainly a drawback to settlement, and thus prevented the country from attracting that attention which it has since done.

Canada to-day may truly be described as a prosperous country; manufactories are flourishing, and new industries springing into existence, while trade and commerce are on the increase, a state of affairs which is due in a great measure to the increasing demand for supplies, caused by the opening up of the North-West. It is not too much to say that this prosperous condition is likely to last for many years, because the emigration which hitherto has flown in the direction of the United States, must necessarily turn

more in the direction of the Canadian territory, simply because the available land open for settlement in the former is becoming more and more limited in extent, while the latter is rapidly proving itself a most desirable country for immigration. It will be well, therefore, for us to go a little more into particulars regarding that portion of British North America which was once named the "Great Lone Land," but which, it appears, is destined to become in the near future the home of millions of people, and thus we will see how far facts will bear out the character of "illimitable possibilities," given it by Lord Dufferin.

Captain Palliser, in speaking of the country, said :—" It is a physical reality of the highest importance to British North America that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains;" and Blodget said : "The basin of the Winnipeg is the seat of the greatest average of wheat product of the American Continent, and probably of the world." Those were the opinions a good many years ago of two celebrated authorities, when the country was still in the hands of the fur trade, and before any important settlement had taken place.

Let us see, then, how far these favourable opinions will agree with the experience of a later period. As I have already said, people began to flock into the North-West as soon as railway communication was opened to the boundary line, but previous to that time a few good farmers from Ontario and other portions of Canada, had made their homes there, and it was greatly owing to the good reports given of their experience by these men, that induced others to follow in their footsteps, each contingent of settlers seeming to outstrip in size its predecessor, until, at the present time, people are flocking there in such numbers, that some difficulty has

been felt in providing sufficient accommodation in the way of shelter for them on their first arrival. Thus we find important testimony given in favour of the Canadian North-West before it was in a position to offer any inducements to settlers; and since then we have the still more important evidence of men who, after giving the land a trial, said it was good. How many notable men could I quote as having given most favourable opinions of the country, founded on their own personal experience and examination; but while such evidence is highly satisfactory, it becomes still more so when backed by the evidence of farmers who have made their homes there.

Much has been written and said against the Canadian North-West by men who, in some cases, have been influenced by erroneous theories of their own, and in others by prejudice or antagonism; but when settlers come forward to refute these assertions by practical experience, I think theory, prejudice, and antagonism, must give way before such testimony. I took the trouble at one time to enquire amongst the farmers of Manitoba how they had succeeded in that Province, and out of nearly two hundred cases from different parts of the country, I did not receive a single complaint—all were satisfied—all had done well, and all were perfectly content with their lot. Surely such testimony is to be believed. I found the average yield of wheat to be about 30 bushels to the acre, running up in some cases, as high as 45 bushels. From my own experience, however, I think we can safely take 30, and this large yield is of great importance in several respects. The general yield in the United States is 15, and it is about the same in Ontario and Quebec, which clearly proves that a farmer in Manitoba can afford to sell his wheat at about half the price obtained in the more eastern portions of Canada and America. There is nothing

to show, however, that farmers in the Canadian North-West will have to accept half prices for their wheat. On the contrary, they are getting full figures at present, which, owing to the great home demand incidental to the rapid development of the country, is likely to continue for some years. I have seen it stated that the cost of taking wheat from the Canadian North-West to the sea-board, and thence to European markets, will be so great as to preclude the possibility of farmers getting any profit. This is a fallacy as I will presently show. First, then, the distance to Liverpool is just 250 miles shorter from Montreal than from New York, and the former is destined to be the principal shipping port for wheat from the Canadian North-West. From Port Moody, the terminus of the Canadian Pacific Railway, to Montreal is 410 miles shorter in distance than from the same point to New York, and it is 481 miles shorter from Port Moody to Montreal than from San Francisco to New York. Now, so far as distance is concerned, there is nothing to show that the carriage of wheat from the Canadian North-West is to be any more than from the Western States of America, which constitute at present the principal supply mart of Great Britain. By October or November of this year the Canadian Pacific Railway will be finished from about 700 miles or more west of Winnipeg to Thunder Bay on Lake Superior, which means that there will then be direct water and rail communication between Montreal and the wheat fields of the North-West. In a few years the Canadian Pacific Railway will be completed along the northern shore of Lake Superior, which will give unbroken railway communication between Montreal and the North-West, and this, it is practically admitted by men who have studied the matter, will revolutionise the carrying trade of the North American Continent. At



present Chicago is the great distributing point for the whole North-West, because there is really no other outlet; but immediately on the completion of the Canadian Pacific Railway a very important rival will spring into existence. The downward tendency of the gradients leading from the southern boundaries of Dakota, Montana, and other States along the Canadian Pacific Railway to Montreal, will make the hauling cheaper by that route than over the American roads to Chicago, and this of itself will tend to draw the carrying trade of the Western and North-Western States *viâ* the Canadian line. Then, having a port on Lake Superior, which means uninterrupted water communication with Montreal, and, in addition to this, an all rail route through Canadian territory, the fallacy of supposing that it is going to be either difficult or expensive to transfer the wheat crops of the Canadian North-West falls to the ground. Already wheat has been carried from Winnipeg to Montreal, *viâ* the United States, at 30 cents per bushel, or 2 dollars 40 cents per quarter, and from Montreal to Liverpool add, say, one dollar, which brings the cost of carrying wheat from Winnipeg to Liverpool at from 3 dollars 40 cents to 3 dollars 50 cents, or, say, 14s. per quarter. The price of American wheat in England to-day is 52s., which, after deducting freight, commission, &c., will leave somewhere about 35s., or about 1 dollar 8 cents per bushel to the farmer. Now, how do matters stand? We will allow the United States farmer the very outside figure of 1 dollar 25 cents for his wheat, which, at fifteen bushels to the acre, is 18 dollars 75 cents, while the farmer of the Canadian North-West, raising thirty bushels to the acre, at 1 dollar 8 cents, realises 32 dollars 40 cents, or 13 dollars 65 cents more than the other. When I read in an article in one of our London monetary papers the other day that it would take seven

bushels to carry one of wheat from the North-West to England, I rather fancied the writer did not know what he was writing about, or that he was intentionally deceiving the public. The figures I have given are based on practical experience.

In addition to the railways through Canada connecting with the sea-board, there are the splendid canals of which the Dominion has just reason to be proud, and which excite the envy of her American neighbours. The government of Canada have lately been making very important alterations in their canal system, by widening and other improvements, the expenditure for this purpose last year reaching the sum of 2,077,028,  $\frac{4}{10}$  dollars, and now vessels of 1,500 tons can pass from the river St. Lawrence into the great inland lakes. This will also tend to cheapen the transportation of grain from the North-West to Europe, so that, all things combined, there is good reason to expect that in the near future every facility will exist for moving the great grain crops of the "Canadian prairies," cheaply and expeditiously.

Returning once more to the question of crop returns, my enquiries amongst the farmers elicited the following information:—Oats average 60, and in some cases are reported as high as 80, bushels to the acre. Barley averages 40, and as many as 70 bushels have been gathered from one acre of land. Pease range about 38, and rye 40 bushels per acre, while potatoes show extraordinary returns, in some cases the yield being 600 bushels to the acre, and averaging all round over 300. In root crops the general average is for turnips, 1,000; carrots, 300; and other varieties in proportion; while onions go as high as 270 bushels. In cultivated grasses Timothy yields from  $2\frac{1}{2}$  to 3 tons to the acre, but owing to the abundance of prairie hay it is not grown to any great

extent. I may also here state that so far manure is little used by farmers in the Canadian North-West—in fact, many hold the opinion that its use tends to force the crops too much, and the land, being quite rich enough, fertilisers are unnecessary, at least during the first three or four years of cultivation. The facts I have thus briefly stated are indisputable, because they are gathered from the testimony of practical men, who speak from their own practical experience, and there can be no more conclusive evidence in regard to the great fertility of the soil in the Canadian North-West, especially as the testimony comes from as far north as Cumberland House, and as far west as Edmonton.

When, therefore, these returns are considered with the fact that all kinds of produce command fair prices, it is evident that farming is a profitable undertaking, even now in the Canadian North-West. Of course, as I have already stated, the demand at present is for home supply, and prices are regulated a good deal by the amount of public improvements going on, and by the number of settlers arriving in the country, but as the territory becomes more populous, and consequently more productive, there is no reason to expect that prices will deteriorate. On the contrary, there will then be better facilities for exporting the produce of the country, and competition amongst buyers for the grain will more than likely cause present prices not only to be sustained, but probably increased. One feature connected with the growth of wheat in the Canadian North-West is worthy of mention, namely, its peculiar properties for seeding purposes. It has been found that wheat grown in northern latitudes, if planted in more southern parts, where the land has commenced to "give out," will not only produce a fair yield, but the quality of the grain will be excellent. This fact is

the result of practical experiments, which has induced millers in Minneapolis and other great points where flour is manufactured in the United States to pay some attention to Manitoba wheat for seed purposes. I confidently expect that in a year or two a large trade will be carried on in supplying seed wheat from the Canadian North-West to the American States for the purpose of reviving the production of wheat in parts where it is rapidly becoming extinct.

Next to the cultivation of grain and root crops comes "stock-raising," and in this respect it may be of interest to give the following description of the wild grasses to be found on the western prairies of Canada. There are between forty and fifty different varieties of grasses, sedges, and legumes, and the first point a farmer would note about them is the abundance of the foliage of nearly all the species. The grasses of the more eastern portions of the continent are nearly all culm or stem, most of them having only one, two, or three leaves, while most of the North-Western grasses have ten or twenty leaves. Of course this is an extremely valuable feature in grass, as the leaves are more easily digested than the culms.

The culms are exceedingly fine in the prairie grass, and this again would strike a farmer as indicating a good quality of grass; add to this that there are in some species such an abundance of seeds, as to make the fodder partake of the nature of a feed of grain, and it will be seen that the tales about the readiness with which stock will fatten on prairie hay are not overdrawn. It may be interesting to enumerate a few of the grasses found in the North-West:—The brown top or cedar-grass is one of the most valuable kinds, and has a fine stem with abundant foliage, and there are several species of red top very nutritious. The pea grass, a kind of vetch, affords good pasturage for stock in

winter; and then there is the beaver hay, much superior to the grass of the same name found in Eastern Canada. The Scotch grass is a favourite hay in the North-West, and the Upland hay found on the prairie is of very fine quality. Then there are the following grasses: bone blue, buffalo blue joint, sedge hay, colony hay, June grass, bush and wheat grass, as well as numerous other varieties, the greater portion of them being nutritious, and some of them very beautiful of appearance.

The luxuriance of the prairie grasses in the North-West is a sure indication of the great fertility of the soil, and shows plainly that the raising of cattle and the prosecution of dairy farming will be in the near future two of the most important industries of the country.

It seems evident, then, that the settler with industry and perseverance can do well, and even amass means in the Canadian North-West; but, after all, what is money compared to health, and therefore the healthfulness of the climate is a subject in which the intending settler is deeply interested. Moreover, it is a subject on which the future prosperity of the whole country depends, affecting even the welfare of the Dominion, for should any barrier exist to the successful settlement of the North-West, the anticipations indulged in with regard to Canada will not, I fear, be realised. Great pains have been taken in some quarters to represent the climate of the Canadian North-West as utterly unsuitable for settlement, and it is needless to say that the parties when using this argument against the country were intentionally endeavouring to strike an under-hand blow at the welfare of Canada as a whole. They were, in fact, trading on the prejudice created by the erroneous impressions of long ago, regarding the severity of the Canadian climate. Let us, then, look into the true state of the case. In a recent

article in a London newspaper I saw the winter of the Canadian North-West described as of seven months' duration. This statement can only be characterised as utterly false. Winter actually commences between the middle and the end of November, and lasts till March, or altogether, a little over four months. I have frequently known farmers to begin ploughing during the latter days of March, and invariably in the beginning of April. So much, then, for the length of the winter season; now about the severity of the cold. I admit that occasionally it becomes very sharp, but the atmosphere being devoid of moisture, it is actually less trying than I have felt it in more southern parts, where the air was damp and penetrating. The air is, indeed, very dry and pure. The snow does not generally fall in large quantities, although, as in other countries, there are occasional heavy snow-storms, and the winter sun, with its cheering brightness, is a very pleasing characteristic of the country. Much has been written about "blizzards," which are in reality nothing more than severe snow-storms, and which only occur about once or twice during the season, and it is a singular contradiction of the statements I have seen made as to their disastrous effects on settlers, that during an experience of many years in the country I have only heard of a few individual cases where people have suffered, the majority of which have been, I am sorry to say, owing to the carelessness of the victims themselves. The seasons, then, are as follows :—Spring—April and May; summer—June, July and August; autumn—September, October, and part of November; winter—part of November, December, January, February, and March.

The spring is clear and dry, the summer warm, with cool nights, and the autumn balmy, and exceedingly

pleasant. There have been no epidemics in the country, and settlers pronounce the climate remarkably healthy.

It is impossible, nor is it my purpose to dilate on all the advantages of the country for settlement; the fact that the land can be easily tilled, that crops are abundant in their yield, that the character of the country is generally rolling, thus giving every facility for good drainage, that groves and clumps of trees abound, and that the rivers and streams are fringed with timber, that good water can be found anywhere in sufficient quantities, is surely enough to show that the Canadian North-West is indeed a land for the farmer and dairyman; and these facts, as I have stated them, are borne out fully by the testimony of respectable and trustworthy witnesses, who have visited the country, and given disinterested statements as to its capabilities, and also by the actual experience of the settlers themselves, who have from time to time voluntarily testified in its favour.

It may be interesting to read the following quotation from the Report of the Canadian Minister of Agriculture recently issued :—

“As affording facilities for immigrants settling in the Canadian North-West, it may be mentioned that the Canadian Pacific Railway is already open for passenger and freight traffic as far west as Brandon, and during the coming season of 1882 it is intended to construct 500 miles more from that point to the west, making, altogether, nearly 700 miles of railway west of Red River. Facilities for settlement, which were previously unattainable, are thus opened, and the expected almost immediate consequence will be the influx of a large population. The climate is as healthy as any in the world, while the soil is among the richest and the best. It is particularly fitted for the production of wheat. This grain has, in fact, been grown for many years in succession without the use of any fertilisers. This has been done within the small enclosures of the original Selkirk settlement since the first

colonisation over half a century ago, the soil showing no diminution of vigour. The quality of the wheat grown is also a special feature. It is particularly suited for the new patent process flour so called, and it commands a higher price in the eastern markets by at least 10 or 15 per cent. over other wheats which are grown further to the east or south. The weight of this wheat averages from 63 lbs. to 65 lbs. to the bushel, and in addition to the fact of this quality and weight, it gives the largest yield, and may be grown more cheaply than in any other country in the world."

This, coming from an official source high in authority, is certainly worthy of consideration; and one clause in the extract I wish to draw particular attention to, namely,—  
"Facilities for settlement which were previously unattainable, are thus opened, and the expected almost immediate consequence will be the influx of a large population." How well this is being borne out by facts may be judged from the large number of immigrants now arriving at Winnipeg, recent advices stating it to be from 600 to 1000 souls daily. The facilities mentioned referring to the rapid construction of the Canadian Pacific Railway, leads me now to deal with that undertaking, and the great influence it is destined to exert on the future of Canada. I have already shown the disadvantages which the Canadian North-West suffered from want of proper means of communication; when therefore we are assured, by one high in authority, that before the close of this year, there will be over 700 miles of railway built through the great prairie region, the immense value which this will be to the country can hardly be over-estimated. It means that millions of acres of fine agricultural land, close to the railway, will be immediately open for settlement. It means, that for 700 miles settlers can locate on each side of the line within a short distance of the railway, thus affording them at once easy access to markets; and when



I explain that, as the road is built, stations are erected every nine or ten miles, each one forming the nucleus of a village or town in which enterprising men erect stores, hotels, &c., the advantage to the settler for obtaining supplies, and disposing of his produce, may easily be conceived. In addition to the main line, however, I may state on good authority, that the Canadian Pacific Railway Company are constructing a very important branch as a feeder to the more southern parts of the territory, and of this over 100 miles will be built this summer.

When it is considered that settlers with ordinary industry can secure a partial crop from their land the first year of settlement, and a fair crop the second, it will be seen how rapidly the Canadian North-West may become developed. As matters now stand there is indeed nothing to prevent an enormous population from settling in the country within the next few years, and when we remember that the journey from Europe right through to the western prairies of Canada can be accomplished in fifteen to twenty days, at small cost, there seems to be no great obstacle in the way of a very extensive emigration to that fair land. The statesmen who inaugurated and afterwards carried out the grand scheme of confederation in British North America, saw plainly that without a transcontinental railway to connect all parts of the Dominion, it would probably result in failure. As time elapsed the truth of this was more and more apparent, and now that the present Canadian Pacific Railway Company are pushing the work vigorously, the beneficial effects are felt by the whole country. It is certainly a vast undertaking to accomplish, but the energy, experience, and capital of the men who have it in hand are sufficient guarantees to the people of Canada that it will be completed within a few years; and so strong is this feeling that to-day there is not a corporation in the Dominion that enjoys more public confidence

than the Canadian Pacific Railway. The exact position of the Company is then worthy of explanation, to show how far this confidence is warranted. In the first place, the total cost of building the Canadian Pacific Railway has been estimated by the engineer-in-chief of the Dominion at 80,000,000 dollars, on which, however, a margin may be allowed. According to the contract with the Dominion the present Company are to receive as subsidy 25,000,000 acres of land, which, when the receipts from city and town properties along the line are considered, may be estimated at a net value of two dollars per acre, or 50,000,000 dollars; 710 miles of completed road, which, with cost of surveys, &c., represents the sum of 30,000,000 dollars; cash, 25,000,000 dollars; total, 105,000,000 dollars.

This amount is then over and above the 25,000,000 dollars of subscribed capital of the Company, and is certainly sufficient to warrant the success of the undertaking. It may be asked, however, why, under the circumstances, the Government did not complete the work themselves instead of paying so large a subsidy to a private company. This is explained by the fact that the Canadian Government found that political influences interfered with their proper administration of so vast an enterprise.

There is, however, another feature in the arrangement of the Company with the Government which gives the former a very great advantage, but it is one which it is only fair they should enjoy. Under their contract the 25,000,000 acres of land subsidy is specified as "fit for settlement," and consequently the Canadian Pacific Railway Company are not obliged to accept an acre of poor land. Up to this time no stock has been placed on the market by the Company, but a certain amount of land bonds, redeemable on Oct. 1st, 1931, and bearing five per cent., have been offered for sale, and these have been taken up freely in Canada. The proceeds of the sales

of land, including city and town sites, are placed aside for the redemption of these land bonds, and when it is considered that they represent a value of only one dollar per acre, whereas the lands are realising more than double that figure, and are being purchased at the rate of 100,000 and 200,000 acres per month (nearly a million acres having been sold since last October), I think it will be admitted that a safer investment does not exist for those who desire a fair interest on their money without risk. The Company accept these bonds at ten per cent. premium in payment of lands purchased, so that there is always, to a certain degree, a market for them.

The next thing now to be considered is, whether the Pacific Railway, after it is built, will prove a financial success. The only way we can judge of this is to estimate the resources of the country through which it will pass, and the amount of traffic it is likely to obtain therefrom. Commencing, then, at the Pacific, we have British Columbia with her extensive fisheries and her gold mines, the full value of which can hardly be estimated as they have not been fairly explored, but upwards of 30,000,000 dollars of gold have already been realised from them. The coal fields of British Columbia, which are well known to be extensive, produce the very finest quality of coal, and there is every reason to expect that this will have a great influence on Pacific navigation. The fact of steamers being able to coal with advantage at British Columbia ports, is a very important one, when it is considered that the Canadian Pacific Railway will be the shortest route across the American Continent from China and Japan. The tendency will assuredly be to draw the carrying trade of these great countries through Canadian territory, and thus afford a considerable amount of through traffic to the Canadian railways. The splendid forests of British Columbia, extending up into the Rocky

Mountains, are destined to develop a most valuable timber trade, which will supply the prairie region with timber and building material for ages to come. Passing from the Pacific coast through the Rocky Mountains, the gradients on the Canadian line being much easier than by any of the other Pacific routes, we enter the great prairie region. It has been said that there is ample room for forty millions of people in this portion of Canada, and certainly I do not think the number has been over-estimated. Of course it will take years to populate so vast an extent of territory, but with the advantages which we have already described, it is reasonable to expect that immigration will flow in rapidly, and the railway will derive the benefit not only in carrying in supplies, but in a few years in carrying out the produce. Then again, branch lines will be run in every direction in connection with the main line of the Canadian Pacific, to act as feeders to it, and an immense local traffic will be the result. As an evidence of the progress of the country within the last few years, I may state that Winnipeg, the capital of Manitoba, which contained, about ten years ago, only a little over 300 inhabitants, now ranks as the fourth city in the whole Dominion in regard to customs receipts. Let things continue in this way for a few more years, and it is easy to see how great the traffic of the Canadian Pacific will be. From the prairie region to Lake Superior, and along the north shore, the line passes through a thickly wooded country abounding in minerals; and thus it is seen, that while the railway will have ample local traffic, it will also command a large share of the carrying trade across the continent.

And now one word more in regard to the settlement of the Canadian North-West before I conclude. Not only are the Canadian Pacific Company offering most liberal terms to the settlers, but the Canadian Government grant

to any head of a family, or any person who has attained the age of eighteen years, 160 acres free, and the right to pre-empt an adjoining quarter-section (160 acres,) at a certain price according to location. So liberal are these terms, that they cannot fail to attract people to the country, and with railway communication, it is only a question of a few years ere we see Canada standing side by side with the United States, in point of numbers, and influence. The factories of the Eastern provinces will be kept fully employed to supply the West, and mechanics of all kinds will be in demand at good wages, for as the western portions of Canada increase in population, so will mechanical skill be more and more in demand in the manufacturing districts.

I have not space here to go into details as to the present financial position of Canada, or what it is likely to be in the future, but I will quote the following, taken from the recent Budget speech of the Canadian Minister of Finance, as bearing on the subject. In one part of his speech he shows, that while the current expenditure of Canada will amount to 27,250,000 dollars, the receipts will be 31,710,000 dollars, leaving a surplus of 4,460,000 dollars. And, after going minutely into details regarding the financial policy of the Government, he concludes with the following words :—

“ I have shown that the farmer has a home market and higher prices owing to American produce being largely shut out, while the articles he consumes are not higher than they were before. Look at the railway interest. It was thought the operation of the Tariff would tend to diminish the amount of their traffic. If we could make a careful account of the manufactured goods carried over the railways, we would find the revenue from these sources has largely increased. Comparing what they carried from the seaports in 1877-78 and what they carry from the seaports to-day, and add the manufactures from the various factories that are

sending their products all over the Dominion, it will be found that the railway proprietors have a large interest in this new policy. Every interest in the country has been, in my judgment, largely and materially benefited. This policy, supplemented with our legislation securing the rapid construction of the Canadian Pacific Railway, have combined to place us in the enviable position we now occupy—the best position of any people on the face of the earth. Let us look at it for a moment. Here we are, with large expenditures ahead, it is true, but with a rich fertile and widely extended domain which will pay off largely the indebtedness that will be incurred in its development; nay, more, the portion of it which was required for the maintenance of our police and Indians, and for the preservation of peace in that country, will all be reimbursed out of the proceeds of these lands; and if it were not for the consideration—a high consideration, I admit, a consideration that cannot be overlooked by this Parliament without injury to the country—that it is desirable to give to the people of the old world, and the inhabitants of our own Dominion, free homes in that great North-West, we could realise in a few years, if they were put up at public auction, the money that would pay back not only the expenditure up to the present time, but down to the completion of the railway. But it will come in the future; our public debt will be decreased, our annual interest will be reduced, and we shall occupy the proud position of being able to offer to the industrious and honest men who cannot find work in the old world a home here, with free lands, a country girdled with railways, and a canal system the best in the world; with institutions that will protect their lives, their properties, and their rights, and that will afford a refuge for the oppressed men, if there be any such in any part of the old world. We will open our arms to them all, and bid them welcome; and make the Dominion of Canada, as I said in my closing remarks in a former speech, what Providence has designed it to be—one of the greatest and richest countries in the world, one we may be proud to belong to, especially by every man who has advocated and supported the policy that has in three years raised us to our present enviable position, a policy that will not be repealed, a policy that will be sustained either by gentlemen opposite or by those on this side, for the will of the people will demand its permanency.”

